



PLANNING COMMISSION AGENDA

Thursday, March 15, 2012

6:30 p.m.

Coon Rapids City Center

Council Chambers

Call to Order

Pledge of Allegiance

Roll Call

Adopt Agenda

Approval of meeting minutes from 2/16/12 and workshop 2/16/12

New Business

1. PC 12-2 Lot Split Casey, 4135 Coon Rapids Boulevard

Other Business

2. Findings of East River Road Corridor Study
3. Appointment of Commissioner to Parks Plan Task Force

Adjourn



Planning Commission Regular

Meeting Date: 03/15/2012

SUBJECT: Approval of meeting minutes from 2/16/12 and workshop 2/16/12

Attachments

draft minutes 2/16/12

workshop minutes 2/16/12

COON RAPIDS PLANNING COMMISSION MEETING OF FEBRUARY 16, 2012

CALL TO ORDER

The regular agenda meeting of the Coon Rapids Planning Commission was called to order by Chairman Naeve at 6:30 p.m.

Members Present: Chairman Naeve, Commissioners Jenny Geisler, Jonathan Lipinski, Wayne Schwartz, and Julia Stevens.

Members Absent: Cedric Lattimore and Zachary Stephenson.

Staff Present: Community Development Director Marc Nevinski; Planner Scott Harlicker; and, Assistant City Attorney Doug Johnson.

PLEDGE OF ALLEGIANCE

Chairman Naeve led the Council in the Pledge of Allegiance.

ADOPTION OF THE AGENDA

MOTION BY COMMISSIONER GEISLER, SECONDED BY COMMISSIONER SCHWARTZ, TO ADOPT THE AGENDA AS AMENDED ADDING ITEM 2 (APPOINTMENT OF TWO PLANNING COMMISSIONERS TO PORT CAMPUS MASTER PLAN) UNDER NEW BUSINESS. THE MOTION PASSED UNANIMOUSLY.

APPROVAL OF THE JANUARY 19, 2012 REGULAR MINUTES AND JANUARY 19, 2012 WORKSHOP

MOTION BY COMMISSIONER STEVENS, SECONDED BY COMMISSIONER LIPINSKI, TO APPROVE THE PLANNING COMMISSION MINUTES OF THE REGULAR MEETING OF JANUARY 19, 2012, AS PRESENTED. THE MOTION PASSED UNANIMOUSLY.

MOTION BY COMMISSIONER SCHWARTZ, SECONDED BY COMMISSIONER STEVENS, TO APPROVE THE PLANNING COMMISSION MINUTES OF THE WORKSHOP MEETING OF JANUARY 19, 2012, AS PRESENTED. THE MOTION PASSED UNANIMOUSLY.

NEW BUSINESS

1. CASE 12-1 MFRA, INC. – SITE PLAN APPROVAL FOR A MULTI-TENANT COMMERCIAL BUILDING – 1835 GATEWAY DRIVE – PUBLIC HEARING
-

It was noted the applicant is requesting site plan approval to construct a multi-tenant commercial building approximately 6,000 square feet in size. The site plan was reviewed in detail with the Commission and Staff recommended approval with conditions.

Chairman Naeve opened and closed the public hearing at 6:39 p.m., as no one wished to address the Planning Commission.

Commissioner Geisler asked for further information as to the color of the proposed awnings. Planner Harlicker stated this information was not provided. Kathy Anderson noted the awnings would be consistent with PUD design guidelines and compatible with the Holiday awnings.

Commissioner Stevens was pleased with the design of the building, but questioned if it could be shifted slightly to front Hanson Boulevard. Ms. Anderson stated the drive-thru was concealed with its current placement.

Commissioner Lipinski inquired how the trash would be picked up given its close proximity to the drive thru lane. Ms. Anderson noted the trash would have to be rolled out for pick up, but would remain against the building otherwise.

Commissioner Schwartz questioned where the speaker was located for the drive thru. Ms. Anderson pointed out the speaker location on the site plan.

Commissioner Schwartz asked if the outdoor seating area was enclosed. Ms. Anderson indicated there would be an open arbor above the outdoor seating areas and there would be one located at each end of the building.

Chairman Naeve commented the outdoor seating was adjacent to the dumpsters and questioned if this was the desire of the developer. She also asked if the drive thru had an awning. Ms. Anderson stated this was the case, she noted there was a small awning over the drive thru.

Chairman Naeve requested a condition be added to require directional signage to assist patrons to the one-way drive thru lane.

Chairman Naeve suggested Condition 2 addressing the landscaping area between the paving and Hanson Boulevard be approved by staff. The Commission agreed with this suggestion.

Commissioner Geisler requested the awnings remain brown, black or a standard color to match the building. Any other color would need to be reviewed by the City. Ms. Anderson stated the PUD did discuss the allowed colors.

Community Development Director Nevinski commented the PUD design guidelines state that corporate chains shall customize their architecture as needed to express their design brand in a way that does not dominate the development and harmonizes with the overall development context, colors, materials and styles.

Commissioner Geisler requested the outdoor lighting match the existing lights at Holiday. Ms. Anderson stated this was her intent.

Commissioner Stevens commented on Condition 4 stating at least one bike rack was required with outdoor seating on the patio area.

MOTION BY COMMISSIONER STEVENS, SECONDED BY COMMISSIONER LIPINSKI, TO APPROVE PLANNING CASE 12-1, THE PROPOSED SITE PLAN WITH THE FOLLOWING CONDITIONS:

1. THE ORNAMENTAL TREES ALONG HANSON BOULEVARD MUST BE CHANGED TO AUTUMN BLAZE MAPLES AND AN ADDITIONAL TREE MUST BE PROVIDED FOR A TOTAL OF FOUR.
2. THE AREA BETWEEN THE PAVING AND HANSON BOULEVARD MUST BE LANDSCAPED WITH A COMBINATION OF FENCING, WALLS, BERMS AND PLANTINGS. THIS PLAN MUST BE APPROVED BY STAFF.
3. THE MECHANICAL EQUIPMENT MUST BE SCREENED AND COORDINATED WITH THE ARCHITECTURE OF THE BUILDING USING THE SAME MATERIALS AND CONSTRUCTION TYPE AS THE BUILDING.
4. AT LEAST ONE BIKE RACK IS REQUIRED, WITH OUTDOOR SEATING ON PATIO AREAS.
5. NO OUTDOOR STORAGE OR DISPLAY IS PERMITTED.
6. WALL LIGHTING MUST BE PRAIRIE STYLE MATCHING THE WALL LIGHT ON THE HOLIDAY STORE.
7. PARKING LOT LIGHTS MUST MATCH THE OTHER LIGHTS USED IN THE DEVELOPMENT.
8. CANOPIES AND AWNINGS CANNOT BE ILLUMINATED.
9. DIRECTIONAL SIGNAGE FOR DRIVE THRU SHALL BE ADDED TO THE SITE PLAN.

THE MOTION PASSED UNANIMOUSLY.

This is a decision made by the Planning Commission and shall stand unless appealed to the City Council within ten days after notification of the decision.

APPOINTMENT OF TWO PLANNING COMMISSIONERS FOR THE PORT CAMPUS MASTER PLAN STEERING COMMITTEE

Chairman Naeve indicated two planning commission members were being asked to volunteer for the Port Campus Master Plan steering committee. She recommended those interested be willing

to attend all meetings and have past experience with. She indicated Commissioner Geisler would be a great candidate.

Commissioner Geisler questioned when the meetings would be held. Community Development Director Nevinski indicated the meetings would be potentially held in the late afternoon, around 4:00 p.m.

Chairman Naeve asked who else would be serving on the steering committee. Community Development Director Nevinski stated Staff would be speaking with several property owners in the area, along with two representatives from the College. Several residents in the area would also be invited to serve on the steering committee.

Chairman Naeve reviewed the potential meeting schedule in detail with the Commissioners.

Commissioner Geisler explained she was willing to serve on the steering committee.

Commissioner Lipinski and Commissioner Stevens were unable to attend given the afternoon meeting times.

Commissioner Schwartz noted he was willing to fill the other position on the steering committee.

MOTION BY COMMISSIONER STEVENS, SECONDED BY COMMISSIONER LIPINSKI, TO APPOINT COMMISSIONERS JENNY GEISLER AND WAYNE SCHWARTZ TO THE PORT CAMPUS MASTER PLAN STEERING COMMITTEE. THE MOTION PASSED UNANIMOUSLY.

OTHER BUSINESS

None.

ADJOURN

MOTION BY COMMISSIONER GEISLER, SECONDED BY COMMISSIONER STEVENS, TO ADJOURN THE MEETING AT 7:05 P.M. THE MOTION PASSED UNANIMOUSLY.

Recorded and Transcribed by,
Heidi Guenther
Planning Commission Recording Secretary

**COON RAPIDS PLANNING COMMISSION WORKSHOP MEETING OF
February 16, 2012**

The workshop meeting of the Coon Rapids Planning Commission was called to order by Chair Naeve at 7:10 p.m.

Members Present: Chairman Naeve, Commissioners Jenny Geisler, Jonathan Lipinski, Wayne Schwartz, and Julia Stevens.

Members Absent: Cedric Lattimore and Zachary Stephenson

Staff Present: Community Development Director Marc Nevinski; Assistant City Attorney Doug Johnson and Planner Scott Harlicker;

City Staff met with the Commission to discuss Chair training. The Commission discussed the procedural aspects of chairing a meeting, setting the tone of the meeting, key points of case consideration and Robert's Rules.

Chair Naeve adjourned the meeting at 9:00 PM.

Respectfully submitted
Scott Harlicker
Planner



Planning Commission Regular

1.

Meeting Date: 03/15/2012

Subject: PC 12-2 Lot Split Casey, 4135 Coon Rapids Boulevard

From: Scott Harlicker, Planner

INTRODUCTION

The applicant is requesting approval to adjust a common lot line between two parcels.

ACTIONS

Conduct a public hearing

Recommendation by Planning Commission

Decision by City Council April 3, 2012

60 DAY RULE

The applicant submitted this application on February 13, 2012. In order to comply with the 120-day consideration requirement, the City must make a decision by June 12, 2012.

LOCATION

The location of the proposed lot split is 4135 Coon Rapids Boulevard.

	Existing Use	Comprehensive Plan	Zoning
Subject Property	Northstar Glass	Commercial Mixed Use	PORT
North	119th Avenue and Single Family Residential	Low Density Residential	LDR 2
South	Coon Rapids Boulevard and Retail	Commercial Mixed Use	PORT
East	Newspaper Printing	Commercial Mixed Use	PORT
West	Retail	Commercial Mixed Use	PORT

DISCUSSION

Project Description

The applicant is proposing to adjust a common lot line between two parcels. One parcel (Parcel B) has frontage on Coon Rapids Boulevard and the other (Parcel A) has frontage on 119th Avenue. There is a shared access from Coon Rapids Boulevard, Parcel A also has a driveway on 119th. There is an existing building on each of the parcels. The two buildings are home to Northstar Glass. The business is being moved entirely to the building on Parcel A. The applicant plans on leasing out the building on Parcel B. The common lot line between the two parcels is being adjusted to the south so that Parcel A will have an additional 4,500 square feet. The lot line is being adjusted so that Parcel A will have sufficient parking to meet the parking requirements for Northstar Glass. Both parcels meet the dimensional and lot size requirements. Parcel A will have .40 acres and Parcel B will have .59 acres.

The applicant will provide shared access agreements between the two lots, as well as with the adjacent lot to the west. No new lots are being proposed, and there are no physical changes to the site being proposed at this time. The City Engineer has reviewed the proposal and did not have any comments.

RECOMMENDATION

In Planning Case 12-2, the Planning Commission recommend approval of the proposed lot split based on the findings that the lot dimensions and building setbacks meet City requirements, with the following conditions:

1. Shared access easements be recorded between Lots A and B.
2. All Anoka County comments must be addressed.
3. Compliance with Title 11, City Code of Coon Rapids.

Attachments

Location Map

Survey



BROCK ADDITION | PLAT 3

All that part of that tract of land Fifty (50) feet wide, being a part of the Southeast Quarter (SE1/4) of Section (7), Township Thirty-one (31), Range Twenty-four (24), Anoka County, Minnesota, being a part of the railroad right-of-way of the Minneapolis, Anoka and Cuyuna Range Railroad Company, lying Northerly of the Northerly right-of-way line of U.S. Highway No. 10 as the same is now laid out and traveled and Southerly of the North line of the plat of River View Farm, Anoka County, Minnesota, described as follows:

Beginning at the Northeast corner of said above described parcel; thence Southeasterly along the Northeastly line thereof a distance of 223.93 feet; thence Southwesterly to a point of intersection with the Southwesterly line of said above described parcel, which point is distant 267.0 feet Southeasterly of the Northwest corner of said above described parcel; thence Northwesterly to said Northwest corner of said above described parcel; thence Easterly along the North line of said above described parcel to point of beginning.

Subject to a perpetual easement for ingress and egress over that part of Minneapolis, Anoka and Cuyuna Range Railway right-of-way (now abandoned) lying South of the North line of the Plat of River View Farm and North of the Northerly line of U.S. Highway Number 10 (now Coon Rapids Boulevard) as now laid out and constructed and described as follows: Beginning at a point on the Southwesterly line of said railway right-of-way 223.99 feet Southeastern from the Northeast corner of Lot 3, Block 1, River View Farm; thence deflecting left 45 degrees 00' a distance of 9.90 feet; thence deflecting right 45 degrees 00' a distance of 73.39 feet; thence Southwesterly to a point on the Southwesterly line of said railway right-of-way 89.18 feet Southeastern from the point of beginning; thence Northerly to the point of beginning.

That part of Lot 3, Block 1, River View Farm, Anoka County, Minnesota, lying Southeasterly of a line described as beginning at a point on the Southwesterly line of said lot 171.30 feet Northwesterly from the Southeasterly corner thereof to a point on the Northwesterly line of said lot 244.61 feet Northwesterly from the southeast corner thereof, subject to an easement for ingress and egress over the Northwesterly 5.0 feet.

Also, that part of the Minneapolis, Anoka and Cuyuna Range Railway (now abandoned), lying South of the North line of the plat of River View Farm and North of the Northeastly line of U.S. Highway Number 10 (now Coon Rapids Boulevard) as now laid out and constructed. Subject to an easement for ingress and egress over a strip of land 7.0 feet in width described as beginning at a point on the Southwestly line of said railway 230.99 feet Southeastly from the Northeast corner of Lot 3; thence at right angles Northeastly 7.0 feet; thence at right angles Southeastly 73.39 feet; thence Southwestly to a point on the Southwestly line of said railway 81.18 feet Southeastly from the point of beginning; thence Northwestly to the point of beginning.

Except that beginning at the Northeast corner of said above described parcel; thence Southeasterly along the Northeastly line thereof a distance of 223.99 feet; thence Southwesterly to a point of intersection with the Southwesterly line of said above described parcel, which point is distant 267.0 feet Southwesterly of the Northwest corner of said above described parcel; thence Northwesterly to said Northwest corner of said above described parcel; thence Easterly along the North line of said above described parcel to point of beginning.

All that part of that tract of land fifty (50) feet wide, being a part of the Southeast Quarter (SE1/4) of Section (7), Township Thirty-one (31), Range Twenty-four (24), Anoka County, Minnesota, being a part of the railroad right-of-way of the Minneapolis, Anoka and Cuyuna Range Railroad Company, lying Northerly of the Northerly right-of-way line of U.S. Highway No. 10 as the same is now laid out and traveled and Southerly of the North line of the plot of River View Farm, Anoka County, Minnesota, described as follows:

Beginning at the Northeast corner of said above described parcel; thence Southeasterly along the Northeastly line thereof a distance of 337.93 feet; thence Southwesterly to a point of intersection with the Southwesterly line of said above described parcel, which point is distant 355.77 feet Southeasterly of the Northwest corner of said above described parcel; thence Northwesterly to said Northwest corner of said above described parcel; thence Easterly along the North line of said above described parcel to point of beginning.

Subject to a 5.00 foot wide easement for utility purposes over, under and across the above described parcel and the centerline of said easement is described as follows:

Beginning at the northwest corner of said above described parcel; thence South 23 degrees 05 minutes 56 seconds East (for the purposes of this description the north line of the above described parcel bears EAST), a distance of 101.41 feet; thence South 19 degrees 19 minutes 56 seconds East, a distance of 120.55 feet; thence South 36 degrees 09 minutes 53 seconds East, a distance of 14.44 feet; thence South 49 degrees 11 minutes 03 seconds East, a distance of 16.43 feet; thence South 42 degrees 04 minutes 37 seconds East, a distance of 41.57 feet; thence South 24 degrees 45 minutes 25 seconds East, a distance of 67.70 feet to the southeasterly line of the above described parcel and said centerline there terminating.

The side lines of the above described easement are prolonged or shortened to terminate on the north line, southwesterly line and the southeasterly line of the above described parcel.

Subject to a perpetual easement for ingress and egress over the southeasterly 42.75 feet thereof.

Subject to a perpetual easement for ingress and egress over that part of Minneapolis, Anoka and Cuyuna Range Railway right-of-way (now abandoned) lying South of the North line of the Plot of River View Farm and North of the Northwesterly line of U.S. Highway Number 10 (now Coon Rapids Boulevard) as now laid out and constructed and described as follows: Beginning at a point on the Southwesterly line of said railway right-of-way 223.99 feet Southeastly from the Northeast corner of Lot 3, Block 1, River View Farm; thence deflecting left 45 degrees 00' a distance of 9.90 feet; thence deflecting right 45 degrees 00' a distance of 73.39 feet; thence Southwesterly to a point on the Southwesterly line of said railway right-of-way 89.18 feet Southeastly from the point of beginning; thence Northwesterly to the point of beginning.

Together with a perpetual easement for ingress and egress over that part of Lot 3, Block 1, River View Farm, described as follows: a tract of land five (5) feet in width lying Southeastearily of, adjacent to and parallel with, the following described line: Beginning at a point on the Southwesterly line of said Lot 3, distant 171.30 feet Northwestearily of the Southeastearily corner thereof; thence to a point on the Northeastearily line of said Lot 3, distant 244.61 feet Northwestearily of the Southeastearily corner thereof and there terminating.

Subject to a perpetual easement for ingress and egress over that part of Minneapolis, Anoka and Cuyuna Range Railway right-of-way (now abandoned) lying South of the North line of the Plat of River View Farm and North of the Northerly line of U.S. Highway Number 10 (now Coon Rapids Boulevard) as now laid out and constructed and described as follows: Beginning at northwest corner of the above described parcel; thence southeasterly along the southeasterly line of said railway right-of-way a distance of 84.00 feet; thence northeasterly deflecting to the left 135 degrees 00 minutes 00 seconds a distance of 14.14 feet; thence northeasterly parallel to said southeasterly line of railway right-of-way a distance of 70.42 feet more or less to the north line of the above described parcel;

thence westerly along said north line to the point of beginning,

Together with a perpetual easement for ingress and egress over that part of Lot 3, Block 1, River View Farm, described as follows: Beginning at a point on the Southwesterly line of said Lot 3, distant 171.30 feet Northwesterly of the Southeasterly corner thereof; thence to a point on the Northwesterly line of said Lot 3, distant 244.61 feet Northwesterly of the Southeast corner of said Lot 3; thence southeasterly along said Northwesterly line of Lot 3 a distance of 42.75 feet; thence southeasterly along said Northwesterly line of Lot 3 a distance of 13.61 feet; thence southeasterly deflecting to the left 45 degrees 01 minutes 55 seconds a distance of 127.52 feet, more or less, to the Southwesterly line of Lot 3; thence southeasterly along said Southwesterly line of Lot 3 a distance of 15.90 feet to the point of beginning.

Together with a perpetual easement for ingress and egress over that part of Lot 3, Block 1, River View Farm, described as follows: Beginning at a point on the Southwesterly line of said Lot 3, distant 171.30 feet Northwesterly of the Southeasteary corner thereof; thence northeasterly a distance of 60.00 feet along a line that, if extended, would pass through a point on the Northeasterly line of said Lot 3, distant 244.61 feet Northwesterly of the Southeast corner of said Lot 3; thence southwesterly deflecting to the left 152 degrees 53 minutes 38 seconds a distance of 21.95 feet; thence deflecting to the left 27 degrees 06 minutes 22 seconds a distance of 40.00 feet, more or less, to said southwesterly line of Lot 3; thence southeasterly along said Southwesterly line of Lot 3 a distance of 10.00 feet to the point of beginning.

Together with a perpetual easement for sign purposes over that part of Lot 3, Block 1, River View Farms, described as follows: Commencing at the Southeasterly corner of said Lot 3; thence North 63 degrees 03 minutes 21 seconds West, assumed bearing, along the Southwestwesterly line of said Lot 3 a distance of 151.40 feet; thence North 24 degrees 17 minutes 25 seconds East a distance of 18.00 feet to the point of beginning of said easement; thence continuing North 24 degrees 17 minutes 25 seconds East a distance of 23.00 feet; thence North 65 degrees 42 minutes 35 seconds West a distance of 14.00 feet; thence South 24 degrees 17 minutes 25 seconds West a distance of 23.00 feet; thence South 65 degrees 42 minutes 35 seconds East a distance of 14.00 feet to the point of beginning.

That part of Lot 3, Block 1, River View Pk, Anoka County, Minnesota, lying Southeasterly of a line described as beginning at a point on the Southwesterly line of said lot 171.30 feet Northwesterly from the Southeasterly corner thereof to a point on the Northwesterly line of said lot 244.61 feet Northwesterly from the southeast corner thereof, subject to an easement for ingress and egress over the Northwesterly 5.0 feet.

Also, that part of the Minneapolis, Anoka and Cuyuna Range Railway (now abandoned), lying South of the North line of the plat of River View Farm and North of the Northeastly line of U.S. Highway Number 10 (now Coon Rapids Boulevard) as now laid out and constructed. Subject to an easement for ingress and egress over a strip of land 7.0 feet in width described as beginning at a point on the Southwestly line of said railway 230.99 feet Southeastly from the Northeast corner of Lot 3; thence at right angles Northeastly 7.0 feet; thence at right angles Southeastly 73.39 feet; thence Southwestly to a point on the Southwestly line of said Railway 81.18 feet Southeastly from the point of beginning; thence Northeastly to the point of beginning.

Except that part beginning at the Northeast corner of said above described parcel; thence Southeasterly along the Northeastly line thereof a distance of 337.93 feet; thence Southwesterly to a point of intersection with the Southwesterly line of said above described parcel, which point is distant 355.77 feet Southeasterly of the Northwest corner of said above described parcel; thence Northwesterly to said Northwest corner of said above described parcel; thence Easterly along the North line of said above described parcel to the point of beginning.

Together with a 5.00 foot wide easement for utility purposes over, under and across the following described parcel:

All that part of that tract of land fifty (50) feet wide, being a part of the Southeast Quarter (SE1/4) of Section (7), Township Thirty-one (31), Range Twenty-four (24), Anoka County, Minnesota, being a part of the railroad right-of-way of the Minneapolis, Anoka and Cuyuna Range Railroad Company, lying Northerly of the Northerly right-of-way line of U.S. Highway No. 10 as the same is now laid out and traveled and Southerly of the North line of the plot of River View Farm, Anoka County, Minnesota, described as follows:

Beginning at the Northeast corner of said above described parcel; thence Southeasterly along the Northerly line thereof a distance of 337.93 feet; thence Southwesterly to a point of intersection with the Southwesterly line of said above described parcel, which point is distant 355.77 feet Southeasterly of the Northwest corner of said above described parcel; thence Northwesterly to said Northwest corner of said above described parcel; thence Easterly along the North line of said above described parcel to point of beginning.

The centerline of said easement is described as follows:

Beginning at the northwest corner of said above described parcel; thence South 23 degrees 05 minutes 56 seconds East (for the purposes of this description the north line of the above described parcel bears EAST), a distance of 101.41 feet; thence South 19 degrees 19 minutes 56 seconds East, a distance of 120.55 feet; thence South 36 degrees 09 minutes 53 seconds East, a distance of 14.44 feet; thence South 49 degrees 11 minutes 03 seconds East, a distance of 16.43 feet; thence South 42 degrees 04 minutes 37 seconds East, a distance of 41.57 feet; thence South 24 degrees 45 minutes 25 seconds East, a distance of 67.70 feet to the southeasterly line of the above described parcel and said centerline there terminating.

The side lines of the above described easement are prolonged or shortened to terminate on the north line, southwesterly line and the southeasterly line of said above described exception.

Subject to a perpetual easement for ingress and egress over that part of Lot 3, Block 1, River View Farm, described as follows: Beginning at a point on the Southwesterly line of said Lot 3, distant 171.30 feet Northwesterly of the Southeasterly corner thereof; thence to a point on the Northeasterly line of said Lot 3, distant 244.61 feet Northwesterly of the Southeast corner of said Lot 3; thence southeasterly along said Northeasterly line of Lot 3 a distance of 42.75 feet; thence southwesterly deflecting to the right 90 degrees 00 minutes 00 seconds a distance of 13.61 feet; thence southwesterly deflecting to the left 46 degrees 01 minutes 55 seconds a distance of 127.52 feet, more or less, to the southwesterly line of Lot 3; thence northwesterly along said Southwesterly line of Lot 3 a distance of 19.90 feet to the point of beginning.

Together with a perpetual easement for ingress and egress over the southeasterly 42.75 feet of that part of that tract of land fifty (50) feet wide, being a part of the Southeast Quarter (SE1/4) of Section (7), Township Thirty-one (31), Range Twenty-four (24), Anoka County, Minnesota, being a part of the railroad right-of-way of the Minneapolis, Anoka and Cuyuna Range Railroad Company, lying Northerly of the Northerly right-of-way line of U.S. Highway No. 10 as the same is now laid out and traveled and Southerly of the North line of the plat of River View Farm, Anoka County, Minnesota, described as follows:

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Together with a perpetual easement for to cross and egress over that part of Lot 3, Block 1, River View Farm, described as follows: Beginning at a point on the Southwesterly line of said Lot 3, distant 171.30 feet Northwesterly of the Southeast corner thereof; thence northeasterly a distance of 60.00 feet along a line that, if extended, would pass through a point on the Northeasterly line of said Lot 3, distant 244.61 feet Northwesterly of the Southeast corner of said Lot 3; thence southwesterly deflecting to the left 152 degrees 53 minutes 38 seconds a distance of 21.95 feet; thence southwesterly deflecting to the left 27 degrees 06 minutes 22 seconds a distance of 40.00 feet, more or less, to said southwesterly line of Lot 3; thence southeasterly along said Southwesterly line of Lot 3 a distance of 10.00 feet to the point of beginning.

Subject to a perpetual easement for sign purposes over that part of Lot 3, Block 1, River View Farms, described as follows: Commencing at the Southeastly corner of said Lot 3; thence North 63 degrees 03 minutes 21 seconds West, assumed bearing, along the Southwestly line of said Lot 3 a distance of 151.40 feet; thence North 24 degrees 17 minutes 25 seconds East a distance of 18.00 feet to the point of beginning of said easement; thence continuing North 24 degrees 17 minutes 25 seconds East a distance of 23.00 feet; thence North 65 degrees 42 minutes 35 seconds West a distance of 14.00 feet; thence South 24 degrees 17 minutes 25 seconds West a distance of 23.00 feet; thence South 65 degrees 42 minutes 35 seconds East a distance of 14.00 feet to the point of beginning.

OWNER
THE CASEY FAMILY TRUST
Michael Casey
4135 Coon Rapids Blvd. NW
Coon Rapids, MN 55433

SURVEYOR
MIDWEST LAND SURVEYORS
& CIVIL ENGINEERS, INC.
710 East River Road
Anoka, MN 55303

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly registered Land Surveyor under the laws of the State of Minnesota.

Blake L. Rivard
Reg. No. 19421 Date 2-3-12
Revised: 2-9-12

- The orientation of this bearing system is assumed.
- 14 Proposed parking spaces on Parcel "A".
- 14 Proposed parking spaces on Parcel "B".

COON RAPIDS BOULEVARD
(COUNTY STATE AID HIGHWAY NO. 1)
(FORMERLY KNOWN AS US HIGHWAY NO. 10)



MIDWEST
Land Surveyors & Civil Engineers, Inc.
 710 East River Road
 Anoka, Mn. 55303
 Ph. 763-712-9099 Fax: 763-712-9055

Job No. 11-168 Book-Page DCF Acad file 11-168
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Planning Commission Regular

2.

Meeting Date: 03/15/2012

Subject: Findings of East River Road Corridor Study

From: Marc Nevinski, Community
Development Director

INTRODUCTION

Staff will provide the Planning Commission a summary of the East River Road Corridor Study. Materials are still being finalized by the consultant and will be provided at the meeting, however a map of the Coon Rapids portion of the road is attached for your reference.

ACTIONS

NA

60 DAY RULE

NA

LOCATION

NA

DISCUSSION

Over the past year, staff has worked with Anoka County Highway Department and the City of Fridley on a corridor study of East River Road. The Study's scope ranged from Highway 610 in Coon Rapids to Interstate I-694 in Fridley. The issues considered were similar to the issues considered in the Coon Rapids Boulevard corridor study in 2009-2010, which generally included capacity of the road, safety and access, and appearance. The study will set the foundation for the future funding, reconstruction, and upgrade of East River Road. It also provides a basis for the cities along the corridor to make both policy and capital investment decisions.

The general conclusions of the study are:

- East River Road will not be widened, although there may be impacts to certain blocks or properties.
- Residents along the corridor value its residential character and do not wish to see it change.
- Limiting access to the corridor according to county spacing guidelines will increase safety and traffic flow. However, this will change traffic patterns within neighborhoods.
- The study establishes a "visual quality" plan for the corridor to enhance its appearance.

Few issues exist along the Coon Rapids section of East River Road, and impacts will be minimal. The most notable impacts will be a conversion of full access to "three-quarters" access at 84th Lane and Larch Streets, which primarily impacts the neighborhood in the southeast quadrant of East River Road and 85th Ave. Drivers northbound on East River Road will have right-in/right-out access from these streets, and drivers southbound on East River Road will be able to make a left hand turn into the neighborhood. However, drivers wishing to travel southbound on East River Road from the neighborhood, will need to proceed to 85th Avenue and out to the stoplight.

The study also suggests extending Palm Street north, through Kennedy Park, to align with 85th Ave. Some evaluation of this proposal should occur with the Parks Plan update. Similarly, the study suggested that 85th Lane be redirected south to 85th Ave. The City owns right-of-way in the neighborhood, making this recommendation relatively feasible. A median at 87th Lane was opposed by the neighborhood. Finally, the extension of a pathway along 85th Avenue from East River Road to Springbrook Nature Center was repeatedly brought up by residents at meetings and open houses. The City of Coon Rapids' most recent grant application to the DNR to fund a trail extension was denied, but the City will, with reasonable confidence of success, resubmit the application later this year.

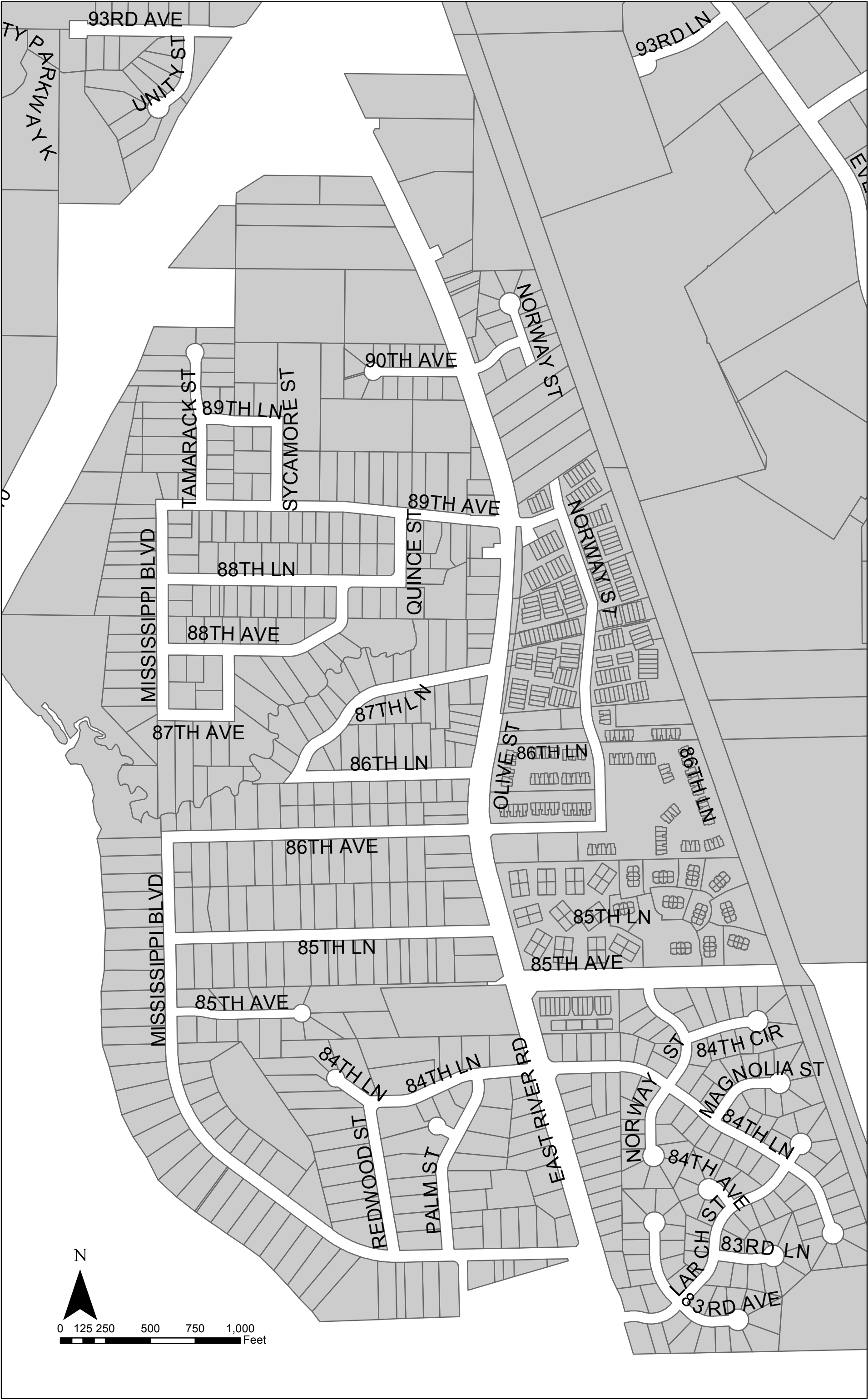
Finally, it is important to know that the time horizon for the implementation of this study's recommendations is approximately ten to fifteen years. Improvements will occur incrementally, and will be funded mainly by federal dollars. Improvements may be small, such as closing a particular median, or large, such as the reconstruction of several miles of roadway.

RECOMMENDATION

No action is required.

Attachments

ERR for 3-15PC





Planning Commission Regular

3.

Meeting Date: 03/15/2012

Subject: Appointment of Commissioner to Parks Plan Task Force

From: Marc Nevinski, Community
Development Director

INTRODUCTION

The City is about to begin updating its Parks Master Plan. The Commission is asked to appoint one member to the Parks Plan Task Force.

ACTIONS

NA

60 DAY RULE

NA

LOCATION

NA

DISCUSSION

The Park Plan Task Force is expected to meet three to four times between the spring and fall of 2012. The task force will work with the consultant, the Parks Commission, citizens, and the Council through this process. Meetings are expected to be held in the evening. The appointed Commissioner should plan to report back to the Commission from time to time on the progress of the Parks Plan update.

RECOMMENDATION

Staff recommends the Commission appoint one member to serve on the Park Plan Task Force.
